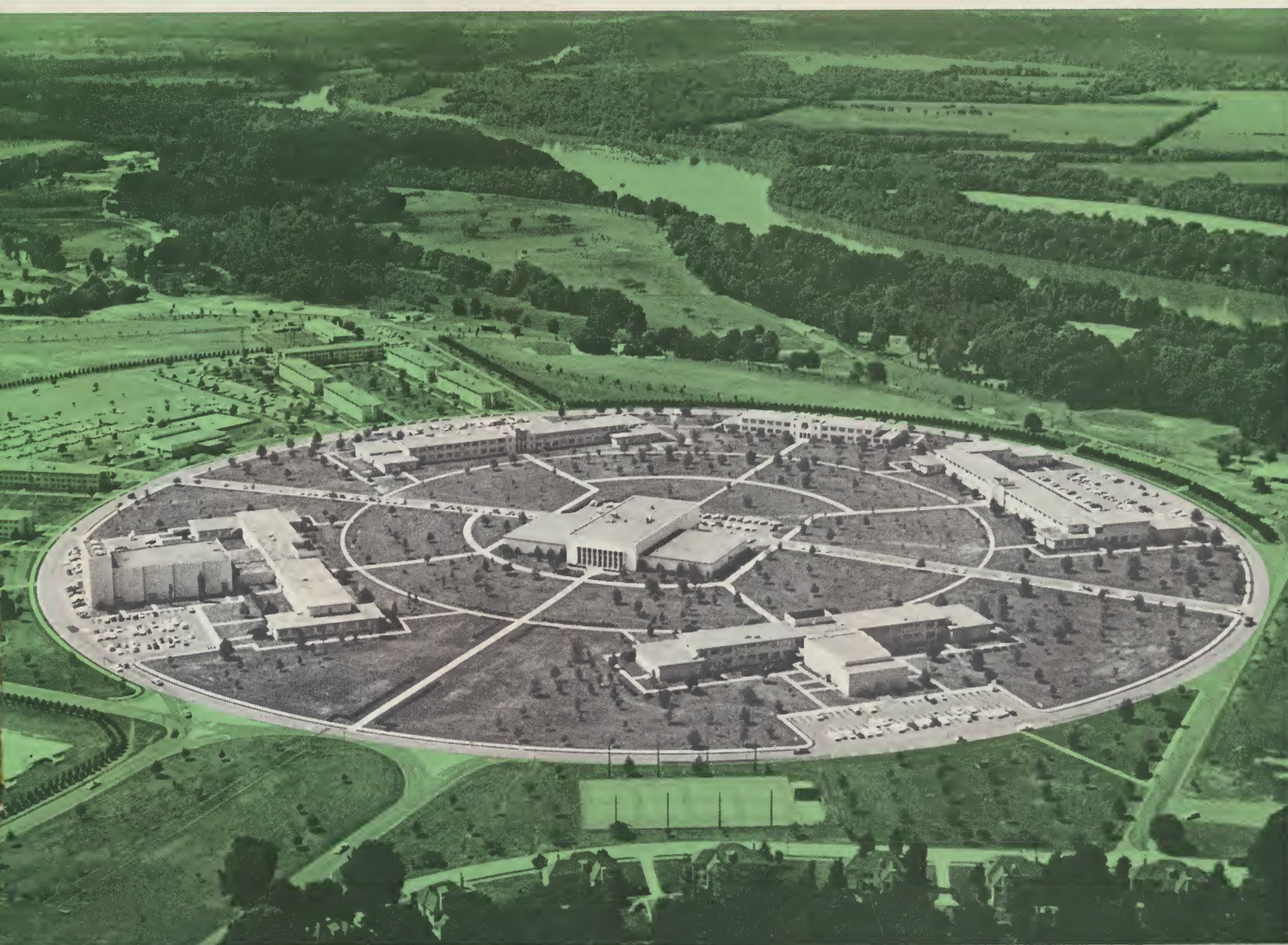


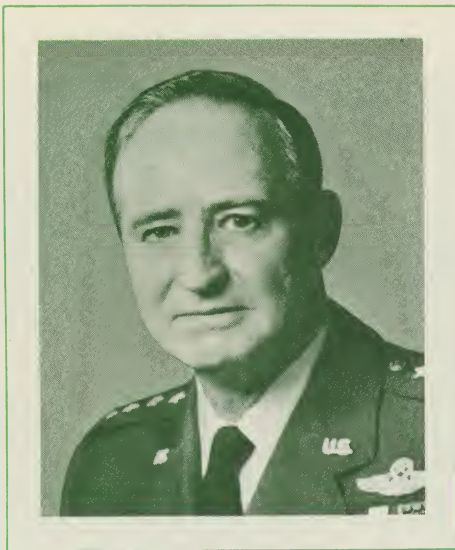
OFFICIAL MAGAZINE OF THE AIR NATIONAL GUARD AND AIR FORCE RESERVE

the air reservist

AUG.-SEPT. 1966



THE AIR UNIVERSITY



**General
John P.
McConnell**

*[Excerpts from the Air Force Chief of Staff's address]
at the recent Reserve Officers Association Convention.]*

“...the level of readiness of our Reserve units has risen steadily.”

EFFECTIVE pursuit of national objectives requires, most of all, public support. But, in a democracy such as ours, public support is contingent upon a well-informed and understanding citizenry. Needless to say, the military Reserve element in our citizenry should be among the best informed, and we are grateful to your Association [ROA] for providing both the form and facilities for furthering that objective. I am sure you will agree that all of us must strive to eliminate ignorance and misunderstandings which might alienate the relationship between the active and Reserve components.

We must remember that the formulation of military requirements begins with the threat to our national security and interests over which we have little if any control. As the nature and scope of the threat change, national policy and strategy must change accordingly. This, in turn, produces changes in military requirements which have a direct bearing on the Reserve components, because military requirements determine force structures.

All this means that our Reserve policies cannot provide guarantees of stability for the Reserve forces. Those of us in the regular establishment who are charged with supporting the Reserve Forces fully realize that changes in the mission and organizational structure of Reserve units may work severe hardships on Reserve personnel. We are aware that, in the best interests of all concerned, the most desirable arrangement would be a firm, explicit, long-term contract. But we are simply not in the position to write such a contract.

In the face of all these uncertainties and variables we must ask ourselves, what are the appropriate roles for Reserve forces in the various types of conflict in which we may become engaged? Obviously, we cannot write hard and fast rules, but I think that there are some basic principles that apply to this question, principles that have evolved from our experience over the past 20 years.

In regard to the preservation of our strategic deterrent, we have learned that this mission is best performed by fulltime, active forces which can be subjected to extensive training exercises and periodic overseas deployment. However, the Strategic Air Command, which represents the major component of our strategic deterrent, is receiving valuable help from its Reserve assignees.

The job specialties of these Reservists range across the full span of staff assignments, including such offices as Intelligence and the Judge Advocate General. Hospitals on SAC bases also are augmented by Reserve medical service units, and many of the physicians and technicians in these units serve during weekends.

A highly significant contribution to our deterrent is made by the Air National Guard. At present, 52 per cent of all Air Defense intercept missions are being flown by aircraft of that organization. Their crews stand runway alert, twenty-four hours a day, seven days a week.

I am by no means convinced that we have exhausted the possibilities for using Reserve units and personnel in strengthening our strategic deterrent. But despite their present and potential contributions in this respect I have little doubt that the greatest value of the Reserve forces lies in the subnuclear range of conflict intensity.

Korea and Vietnam have taught us that, in order to deter and if necessary fight local wars, we must have in being rather sizable active forces, versatile and well equipped with advanced conventional weapons. These forces must be supported by an airlift of such proportion that it can transport large contingents rapidly over great distances and carry out the major share of the task of maintaining and supplying them. Finally, we must have Reserve forces manned, trained, equipped and ready, when necessary, to augment the regular force with a minimum of delay.

The question arises, at what level of conflict and under what circumstances would it become necessary to call the Reserve forces to active duty? Clearly, this question must be decided from case to case, and it must be decided by the President himself after weighing many factors in addition to military considerations. Our experience in Vietnam so far has shown that our Air Reserve Forces can best serve the nation in a conflict of this type by remaining in an inactive status but performing genuine “active duty” functions as part of their training programs. The important point here is that, pending the decision to bring them to active duty, the Reserve Forces must fill the gap left by those regular forces which have been assigned to combat.

Over and above their strengthening of the strategic reserve, the Air Reserve Forces have been of invaluable assistance to the active Air Force since expansion of U. S. military activities in Southeast Asia. I would like to cite a few examples of the work accomplished by units of the Air Reserve Forces. These examples will illustrate that Reserve training programs can be highly productive and can make significant contributions to the war effort.

An outstanding example of such a contribution was the accomplishment of Air Force Reserve C-119 squadrons affiliated with the Tactical Air Command. Their aircraft dropped over 100,000 Army paratroops during the period July 1965 through March 1966. This service by Reserve units meant that the elements of TAC's assault airlift force, which are normally responsible for such missions, were available for support of the war in Vietnam.

But the training activity which has consistently contributed the most to the active force has been that of cargo airlift by aircraft of the Air Reserve and Air National Guard. During the first five months of this year, they carried nearly 14,000 tons of cargo to bases throughout the

world. The figure represents almost eight per cent of all cargo transported by the Military Airlift Command.

Other examples of productive training activities by Air Reserve Forces units are: the installation and maintenance in the United States of radio and telephone communications equipment; the flying of a large portion of continental and near offshore aeromedical evacuation missions; assistance to over-burdened personnel at Military Airlift Command's east and west coast air terminals and the significant airlift contribution to MAC's global commitments.

I should emphasize that these and many other similar contributions would not have been possible if the Reserve units involved had not been in a genuine state of readiness. For a number of years now the Air Force has been inspecting and rating its Reserve units in exactly the same way as the regular organizations. The level of readiness of our Reserve units has risen steadily, until now almost 65 per cent of our Reserve flying units are rated C-1 or C-2 which, respectively, signifies fully combat-ready or ready with minor exceptions.

As I indicated earlier, there are some things Reserve units and personnel can do themselves to add to the security and stability of their own programs. Basically, this problem boils down to the need for the Reservists themselves to raise the levels of their own proficiency and that of the units to which they belong. It stands to reason that the Department of Defense will always rely more upon the most capable and most productive individuals of the Reserve Forces.

Another consideration is the spirit and initiative of a unit. Several months ago, the Department of Defense announced the projected inactivation of eight Air Force Reserve troop carrier units. At that time, three of these units were rated C-1 and five were rated C-2. Today, all but one of these units are rated C-1.

Nor is this the whole story. Some months ago, one of

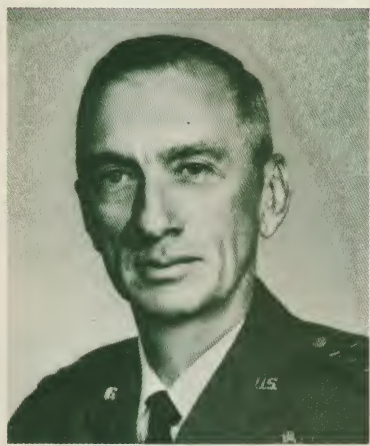
these C-119 units began experimenting with a means for the rapid parachuting of cargo. The system featured rails on the floor of the aircraft and an overhead monorail and winch for slinging the payloads out the back doors. A second unit improved this idea further and developed it into an even more useful system. Today, this new "sling-shot" method can whip out loads of cargo weighing better than 20,000 pounds and in less time than it has taken me to tell you about it.

I should mention that the inactivation notice for these eight C-119 units has not yet been executed.

I want to reiterate my conviction that Reserve components will remain an essential and indispensable element of U.S. military power. I see nothing that points to a phasing down of the importance of the Reserve Forces. It is a mistake to equate every organizational adjustment in the Reserve program with a downgrading of that program.

Today, the United States is involved in a war which may be local in scope but is global in its implications. I said earlier that our ultimate objective must be to deter aggression of any scope and at any level. There is little hope that world communist leaders will decide, as a result of our effective military intervention in Vietnam, that force can no longer be useful to them in expanding their sphere of influence. But the determination and military capability which this nation has shown and is still showing in fighting communist aggression in Southeast Asia will doubtless bring us closer to our goal of total deterrence.

Still, as long as communist leaders insist on the forceful overthrow of free and peaceful governments, United States military power will have to remain strong to protect and defend our national interests and to share in the defense of the Free World. Basic to our military strength will be the Reserve Forces, ready and capable to fight, as need be, along with their comrades in the active forces.



Gen. Holloway

General Bruce K. Holloway became vice chief of staff USAF, on August 1, succeeding the late General William H. Blanchard.

General Holloway is a graduate of the U. S. Military Academy (1937), the Air Command and Staff School, and the National War College. He was a member of the *Flying Tigers* during World War II, and later held important command posts with the Air Defense Command, Continental Air Com-

mand, Tactical Air Command, and the U. S. Strike Command. Before becoming vice chief of staff, the general was commander-in-chief of the United States Air Forces in Europe. He was succeeded at USAFE by General Maurice A. Preston.

Major General Curtis R. Low, assistant chief of staff for Reserve Forces since February 1963, retired August 1. Major General Richard S. Abbey will take over the position on November 1, following his return from Vietnam. In the interim, the responsibilities of the office have been assigned to Major General John H. Bell. He has been director of Personnel Training and

Maj. Gen. Abbey



Maj. Gen. Bell

Education since June 1965 and will become director of Personnel Planning, Hq USAF, with the departure of Major General Thomas E. Moore later this year.

General Abbey is a 1940 graduate of the U. S. Military Academy. The general's career includes broad experience in the combat, command and diplomatic fields. At present, he is the deputy chief of staff for the U. S. Military Command, Vietnam.

combat leave

"... this activity once again points up the value to this nation of an active, ready Reserve Force."

THOUSANDS of military travelers were stranded and many more faced the gloomy prospect of cutting their leaves short in order to reach destinations on time. It was an emergency. *Operation Combat Leave* was put into action. The Air Reserve Forces responded immediately.

On July 10, shortly after the machinists' strike began against five major U. S. airlines, President Lyndon B. Johnson ordered the use of military aircraft to relieve the plight of servicemen on leave who were en route to or returning from duty in Southeast Asia. Within hours of the Presidential order, transport planes of the Air Reserve Forces were airborne.

The emergency operation was a joint effort by every airlift and support unit of the Air Force Reserve and Air National Guard, and the Military Airlift Command (MAC), with aircraft from other major commands and services assisting when their routes and cargo permitted.

The Continental Air Command (CAC) was given the job of coordinating the mammoth operation. One of the first steps was to set up five trunk lines connecting major air terminals on the Atlantic and Pacific coasts, and 14 feeder lines intersecting the cross-country routes at 11 military air bases. The routes were: McChord AFB, Washington, to McGuire AFB, New Jersey, via Ellsworth AFB, South Dakota, and Selfridge AFB, Michigan; Travis AFB, California, to McGuire, via Lowry AFB, Colorado, Richards-Gebaur AFB, Missouri, and Wright-Patterson AFB, Ohio; Travis to Langley AFB, Virginia, via Tinker AFB, Oklahoma, and Sewart AFB, Tennessee; Travis to Charleston AFB, South Carolina, via Kelly AFB, Texas, and Maxwell AFB, Alabama; and, Travis to Hunter AFB, Georgia, via Biggs AFB, Texas, Kelly AFB, and the New Orleans Naval Air Station, Louisiana.

The Air Force Reserve's C-124s and the Air National Guard's C-97s and C-121s made the long transcontinental trips on a scheduled basis, flying as many as 16 missions each day. The smaller C-119s of the Air Force Reserve shuttled passengers to the trunk line stops from about 29 pick up points throughout the country.

Servicemen returning from or heading for the combat zones in Southeast Asia and those on emergency leave were given priority. Other military travelers were carried on a space available basis. By August 22, more than 111,000 servicemen had been airlifted; approximately 61 per cent by the Air Reserve Forces. The Reservists participated in 736 long-range missions. The Air National Guard was responsible for 409 flights using their C-97s and C-121s. The Air Force Reserve flew 327 via C-124s and made 626 shuttle flights in C-119s to the trunk line stops. In addition, ground support personnel provided the many services required to make the airlift a success.

On July 13, Senator John G. Tower (Texas) informed Congress of the operation and the professional support being furnished by members of the Air Reserve Forces. The senator concluded his remarks by saying, "I believe this activity once again points up the value to this Nation of an active, ready Reserve force. They can and do meet tasks assigned them."

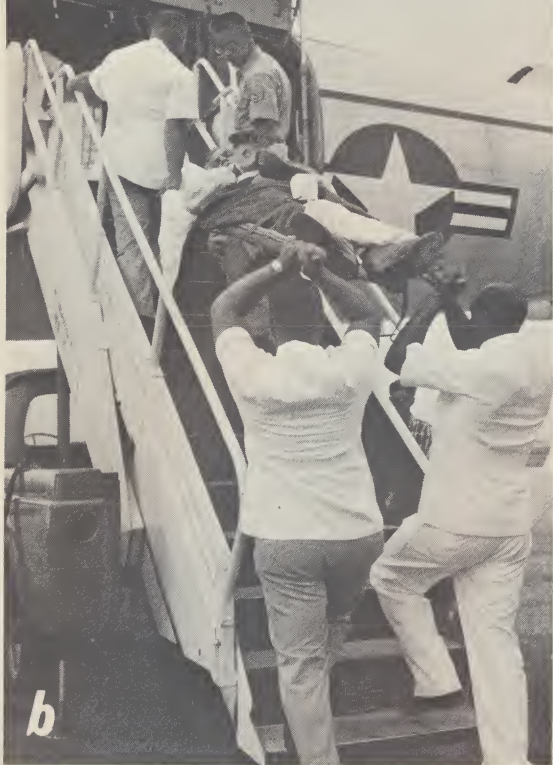
Another significant factor is the outstanding cooperation from the leaders of business and industry. By granting Reservists additional time-off from their civilian occupations, these employers made a silent—but vital—contribution to the success of operation *Combat Leave*.



Scenes such as these took place at Air Force bases across the nation as Air National Guardsmen and Air Force Reservists responded to the requirements of the Military Airlift Command:

- a) At Dobbins AFB, Ga., a C-124 pilot and co-pilot of the 445th Military Airlift Wg. file a flight plan before takeoff on a "Combat Leave" mission to McGuire AFB, N.J. b) Medical specialists at McGuire carry a litter patient aboard an ANG C-121 bound for the West Coast. Emergency cases and military personnel going to or coming from the combat zones in Vietnam were given priority throughout the operation.*
- c) Servicemen heading west debark at Travis AFB, Calif., after a flight from McGuire in a C-97 of ANG's 116th Military Airlift Wg.*





Dobbins AFB. **d)** At Travis AFB, passengers bound for the East Coast board a C-124 of the Air Force Reserve's 922nd Military Airlift Gp., Kelly AFB, Texas. The Reservists were returning from a training flight to Hawaii when they joined the "Combat Leave" mission. **e)** Stranded at the Atlanta Municipal Airport, this group was flown directly to Travis from Dobbins AFB in a 116th Military Airlift Wg. C-97. From Travis, the Air Guardsmen went to Thailand on one of its regularly scheduled special airlift missions for MAC. **f)** Air Force Reserve C-119s made the north-south shuttle flights which connected with the five cross-country trunk lines. At Ellington AFB, Texas, passengers prepare for a 446th Troop Carrier Wg. flight.



in the news...

The abbreviation for Continental Air Command changed from CONAC to CAC, effective August 1.

The following bills of interest to members of the Air Reserve Forces are in the process of coordination or are awaiting action by the 89th Congress.

H. R. 16435: provides many revisions to military reserve forces management and programs and consolidates other bills affecting the Reserve Forces. It is more commonly known as the "Bill of Rights" for Reserve Forces.

H. R. 2450: authorization to retire in highest grade held in any service. *Status: Passed by the House July 18 and awaiting Senate action.*

H. R. 5256: provides enlisted personnel with credit for Reserve time on the same basis as officers since June 1958. *Status: Passed by the House on June 28. Awaits Senate action.*

H. R. 5297: provides Title III retirees with a certificate of retirement eligibility and makes retired pay irrevocable. *Status: Passed by the House July 18. Awaits Senate action.*

H. R. 9916: appointments to service academies for sons of veterans who died for service-connected causes; allows appointments for sons of career Reservists along with sons of Regulars. *Status: Passed by the House July 18. Awaits Senate action.*

H. R. 10459: provides the same hospital and medical care, pay and allowances, burials, and other benefits for members of the Air Reserve Forces who are injured in connection with inactive training or active duty training for 30 days or less. *Status: In Department of Defense coordination.*

H. R. 10461: provides travel, including commuted mileage incidental to medical or surgical care, hospitalization or rehospitalization for Air Reserve Forces members. *Status: In Department of Defense coordination.*

H. R. 10462: provides special pay (reenlistment bonus) to members of a Reserve component who enlist or reenlist in the Ready Reserve for at least three years. *Status: In Department of Defense coordination.*

H. R. 10464: provides Medicare for dependents of Reservists who die while in training status for 30 days or less. *Status: In Department of Defense coordination.*

The Air Force Association holds its Fall Meeting in Washington, D. C., this month (14-16). Convention highlights include the Annual Aerospace Development Briefings and Displays, and an International Aerospace Education Seminar. Secretary of the Air Force Harold Brown and Chief of Staff General John P. McConnell will join in saluting USAF's 19th birthday during the Air Force Anniversary Banquet at the conclusion of the convention.

The U. S. Air Force observes its 19th anniversary on September 18. It officially began functioning on that date in 1947. Under established policy, the Air Force and other services cannot participate in the civilian domain in the celebration of service birthdays. However, this does not preclude internal observances, nor those initiated by civic and patriotic groups.

Reservists taking Extension Course Institute courses for retirement points should plan studies to avoid last minute deadlines. Registered or certified mail makes no difference in meeting deadlines. ECI dating procedures correspond with the day they are processed, not when postmarked.

Students also are cautioned to indicate a specific basic unit of assignment on ECI applications to insure that they receive course materials. Too much material is being returned to ECI due to faulty addressing.

The wrong telephone extension number appeared in the July item concerning Air Force Reservists being able to review their records at the Air Reserve Personnel Center, Denver.

The correct telephone number to call to insure that records are ready for review is: 825-1161, ext. 359.

OFFICERS

	Less 2	Over 2	3	4	6	8	10	12	14	16	18	20	22	26
with over four years enlisted, active service.			0-3	19.44	20.37	21.11	22.24	23.35	24.29			0-10	62.79	66.72
			0-2	17.38	17.75	18.31	19.26	20.00	20.56		0-9	54.94	54.94	58.87
			0-1	14.01	14.95	15.51	16.07	16.63	17.38	0-8	49.15	51.02	53.08	
									0-7	43.17	46.16			
							0-6	27.47	28.41	32.89	34.57	35.33	37.38	40.55
					0-5	23.55	24.29	25.59	27.29	29.34	31.02	31.95	33.08	
				0-4	20.93	21.87	23.35	24.66	25.79	26.91	27.66			
0-3	14.72	16.44	17.56	19.44	20.37	21.11	22.24	23.35	23.92					
0-2	11.79	14.01	16.82	17.38	17.75									
0-1	10.13	11.21	14.01											

NEW PAY RATES: Charts show new pay scales for Reservists in pay status. New rates became effective July 1, 1966. Rates are for one drill pay period or one day of active duty. Blank spaces to the right of figures indicate a duplication of last rate shown.

AIRMEN

	Less 2	Over 2	3	4	6	8	10	12	14	16	18	20	22	26
						E-9	17.02	17.41	17.81	18.20	18.60	18.98	19.97	21.91
						E-8	14.28	14.68	15.07	15.46	15.85	16.24	16.64	19.57
						E-7	11.94	12.32	12.71	13.12	13.70	14.09	14.48	17.62
						E-6	10.18	10.58	10.96	11.35	11.94	12.32	12.71	12.92
						E-5	8.62	9.00	9.59	9.98	10.37	10.76	10.96	
E-4	5.62	7.05	7.43	8.02	8.42									

WARRANT OFFICERS

E-3	4.06	5.67	6.07	6.46		W-4	18.68	20.00	20.93	21.68	22.24	22.98	23.74	25.59
E-2	3.35	4.70				W-3	16.25	17.19	17.75	18.31	18.86	19.44	20.19	21.68
E-1	3.23	4.30				W-2	14.01	14.77	15.33	15.88	16.44	17.01	17.56	18.86
E-1 Less 4 mo.	3.02		W-1	12.34	12.90	13.46	14.01	14.58	15.14	15.70	16.25	16.82		

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

Officer

Aircraft Control: (Maj.) 33, 77.
(Capt.) 25, 36, 43, 55, 66, 71, 78, 84, 85.
Aircraft Maintenance: (Capt.) 11, 13, 43.
Development Engineer: (Maj.) 11, 13.
Air Police: (Capt.) 85.
Communications: (Capt.) 43.
Dental: (Maj.) 31, 45, 61.
Medical Services: (Capt.) 3, 70, 86.
(Lt.) 31.
Medical Professional: (Lt. Col.) 73, 74, 83. (Maj.) 2, 4-6, 17, 19, 22, 24, 31, 40, 44, 45, 47, 48, 50, 52, 53, 61, 63, 65, 68, 69, 71, 72, 74, 79, 80, 83, 86. (Capt.) 21, 35, 37, 38, 70.
Navigator: (Lt. Col.) 55. (Maj.) 8, 9, 56, 65, 66, 75, 77. (Capt.) 10, 25, 26, 28, 43, 49, 50, 59, 84, 85.
Nurse: (Maj.) 5, 22, 24, 70, 86.
(Capt.) 2, 7, 17, 21, 26, 27, 31, 37, 39, 40, 44, 53, 61, 62, 66, 72, 73, 75, 77, 79, 80, 82. (Lt.) 47, 71.
Pilot: (Maj.) 8, 9, 34, 46, 55, 56, 64-66, 71, 77. (Capt.) 25, 26, 28, 36, 50, 59, 75, 78, 84, 85. (Lt.) 49, 63.
Transportation: (Capt.) 65, 67.
Veterinary: (Col.) 24. (Lt. Col.) 32, 73, 86. (Maj.) 5, 17, 31, 43-45, 47, 51, 69. (Capt.) 65.

Airman

Administrative: (MSgt.) 16. (SSgt.) 11, 15, 49.
Aircrew Protection: (TSgt.) 9, 34. (SSgt.) 67.
Air Police: (SSgt.) 55. (A1C) 25.
Air Operations: (SSgt.) 26, 75.
Aeromedical Evacuation: (MSgt.) 39. (TSgt.) 17, 19, 35, 62, 68.
Aircraft Accessory Maintenance: (TSgt.) 11, 13, 57, 60. (SSgt.) 65.
Aircraft Maintenance: (MSgt.) 3, 9, 20, 26, 28, 34, 75. (TSgt.) 8, 25, 50, 57, 60, 66, 77. (SSgt.) 11, 13, 49, 64, 84.
Armament Systems Maintenance: (SSgt.) 34.
Civil Engineering Structural: (TSgt.) 12, 14, 58. (SSgt.) 81. (A1C) 55.
Command & Control: (SSgt.) 28, 56.
Command Post: (TSgt.) 85. (SSgt.) 25, 55, 66.
Data Systems: (TSgt.) 85.
Dental: (TSgt.) 82. (SSgt.) 3, 80. (A1C) 17, 45.
Food Service: (MSgt.) 22, 24. (TSgt.) 31. (SSgt.) 4.
Fuel Services: (TSgt.) 65.
Legal: (SMSgt.) 77.
Medical: (SMSgt.) 4, 24. (MSgt.) 2, 3, 5, 7, 17, 19, 27, 31, 32, 39, 44, 68, 72, 79, 83. (TSgt.) 6, 21, 22, 35, 38, 40, 47, 52, 53, 62, 69, 70, 73, 74, 80, 82, 84, 85. (SSgt.) 37, 48.
Metalworking: (TSgt.) 57, 60.
Munitions: (TSgt.) 43, 84. (SSgt.) 36, 56.

Panel Engineer: (MSgt.) 8, 65, 71.
Personnel: (TSgt.) 24, 16.
Postal: (SSgt.) 16. (A1C) 1.
Radio Operator: (TSgt.) 3. (SSgt.) 9, 64. (A1C) 20, 34.
Safety: (TSgt.) 77.
Small Arms Instructor: (TSgt.) 77. (SSgt.) 28, 36, 62.
Supply: (MSgt.) 12, 81. (TSgt.) 14. (SSgt.) 16, 58. (A1C) 65.
Supply Services: (SSgt.) 12, 13, 58, 81.
Transportation: (TSgt.) 8, 15, 23, 50. (SSgt.) 36, 56, 67, 84, 85. (A1C) 34.

ANG Technician

(A/C Radio Maintenance Tech., NGW-12) 30. \$6,864 yr. AFSC 30171 required.
(Fire Control Tech., F-102, NGW-11) 18. \$7,176 yr. AFSC 32251F or 32271F required.
(Flying Training Instructor NGC-12) 54. \$10,619 to \$13,931 plus Reserve military pay. Must be rated military pilot qualified to be commissioned in the ANG. Must have not less than 2,000 hours total flying time (500 hours must be jet and/or 1,000 tactical aircraft). (NGC-12) 42. \$10,619 to \$13,931 plus approximately \$3,000 military pay. Applicants must be on flying status and jet qualified.
(Safety Officer, NGC-12) 42. \$10,619 to \$13,931 plus approximately \$3,000 military pay. Applicants must be on flying status.
(Weapons Control System Tech., NGW-11) 76. \$6,635 yr. TSgt. or below, must have two years F/T-102 experience. AFSC 32251F or 32271F required.

AFRes Technician

(A/C Piston Engine Mechanic, W-10) 29. \$3.08 hr. SSgt./43251.
(A/C Instrument & Control Systems Mechanic Leader, L-10) 29. \$3.38 hr. TSgt./42270.
(A/C Welder, W-10) 29. \$3.08 hr. SSgt./53250.
(Clerk, GS-5) 29. \$5,181 yr. SSgt./43430.
(Management Tech., GS-7) 29. \$6,269 yr. TSgt./70270.
(Military Personnel Clerk, GS-5) 29. \$5,181 yr. SSgt./73250.
(Panel Engineer, W-12) 29. \$3.39 hr. TSgt./A43570.
(Parts Router, W-7) 29. \$2.73 hr. A1C/64550.

Liaison Officer

Air Force Academy Liaison Officer, Part III, captain through colonel, to represent Academy in the Athens-Hinton-Lewisburg-Princeton areas of West Virginia. Contact Liaison Officer Coordinator, P.O. Box 2097, Pikeville, Ky., 41501.

KEY

UNIT

- 4th Air Postal Flt., Maxwell AFB, Alabama, 36112
- 523rd Medical Service Flt., Maxwell AFB, Alabama, 36112
- 302nd Aerospace Rescue & Recovery Sq., Luke AFB, Arizona, 85301
- 41st Medical Service Sq., Luke AFB, Arizona, 85301
- 486th Medical Service Flt., Williams AFB, Arizona, 85225
- 498th Medical Service Flt., Blytheville AFB, Arkansas, 72315
- 456th Medical Service Flt., Edwards AFB, California, 93523
- 452nd Military Airlift Wg., March AFB, California, 92508
- 303rd Aerospace Rescue & Recovery Sq., March AFB, California, 92508
- 940th Military Airlift Gp., McClellan AFB, California, 95652
- 32nd Maintenance Sq., (Mobile), McClellan AFB, California, 95652
- 32nd Supply Sq., (Mobile), McClellan AFB, California, 95652
- 81st Maintenance Sq., (Mobile), McClellan AFB, California, 95652
- 81st Supply Sq., (Mobile), McClellan AFB, California, 95652
- 82nd Air Terminal Sq., Travis AFB, California, 94535
- 2nd Air Postal Gp., 2155 Webster St., Alameda, California, 94505
- 529th Med. Service Flt., (Hawaii) APO San Francisco, California, 96553
- 154th Fighter Gp., (Hawaii) APO San Francisco, California, 96553
- 31st Medical Service Sq., Lowry AFB, Colorado, 80230
- 301st Aerospace Rescue & Recovery Sq., Homestead AFB, Florida, 33030
- 453rd Medical Service Flt., Patrick AFB, Florida, 32925
- 26th Medical Service Sq., Chanute AFB, Illinois, 61868
- 91st Air Terminal Sq., Chicago-O'Hare IAP, Illinois, 60666
- 640th USAF Hospital, Chicago-O'Hare IAP, Illinois, 60666
- 434th Troop Carrier Wg., Bakalar AFB, Indiana, 47201
- 926th Troop Carrier Gp., Alvin Callender Fld., Louisiana, 70140
- 466th Medical Service Flt., England AFB, Louisiana, 70331
- 459th Military Airlift Wg., Andrews AFB, Maryland, 20331
- 909th Troop Carrier Gp., Andrews AFB, Maryland, 20331
- Det 1, Hq. DC ANG, Andrews AFB, Maryland, 20331
- 22nd Med. Service Sq., 2101 W. Rogers Ave., Baltimore, Maryland, 21209
- 401st Medical Service Flt., L. G. Hancom Fld., Massachusetts, 01730
- Hq. 5th Air Force Reserve Region, Selfridge AFB, Michigan, 48045
- 453rd Aerospace Rescue & Recovery Sq., Selfridge AFB, Michigan, 48045
- 364th Medical Service Flt., Selfridge AFB, Michigan, 48045
- 934th Troop Carrier Gp., Minneapolis-St. Paul IAP, Minnesota, 55417
- 493rd Medical Service Flt., Columbus AFB, Mississippi, 39701
- 419th Medical Service Flt., Keesler AFB, Mississippi, 39534
- 438th Medical Service Flt., Richards-Gebaur AFB, Missouri, 64031
- 507th Medical Service Flt., Offutt AFB, Nebraska, 68113
- 4846th Navigator Training Sq., McGuire AFB, New Jersey, 08641
- 108th Fighter Interceptor Sq., (ANG), McGuire AFB, New Jersey, 08641
- 514th Troop Carrier Wg., McGuire AFB, New Jersey, 08641
- 465th Medical Service Flt., Cannon AFB, New Mexico, 88101
- 454th Medical Service Flt., Kirtland AFB, New Mexico, 87117
- 109th Military Airlift Gp., Schenectady AP, New York, 12301
- 35th Medical Service Sq., USNAS Brooklyn, New York, 11234
- 444th Medical Service Flt., Griffiss AFB, New York, 13440
- 914th Troop Carrier Gp., Niagara Falls MAP, New York, 14306
- 904th Troop Carrier Gp., Stewart AFB, New York, 12550
- 429th Medical Service Flt., Stewart AFB, New York, 12550
- 460th Medical Service Flt., Pope AFB, North Carolina, 28308
- 504th Medical Service Flt., Grand Forks AFB, North Dakota, 58201
- 178th Fighter Gp., Springfield MAP, Ohio, 45501
- 302nd Troop Carrier Wg., Clinton County AFB, Ohio, 45177
- 910th Troop Carrier Gp., Youngstown MAP, Vienna, Ohio, 44473
- 4th Maintenance Sq., (Mobile), Wright-Patterson AFB, Ohio, 45433
- 4th Supply Sq., (Mobile), Wright-Patterson AFB, Ohio, 45433
- 937th Military Airlift Gp., Tinker AFB, Oklahoma, 73145
- 10th Maintenance Sq., (Mobile), Tinker AFB, Oklahoma, 73145
- 447th Medical Service Flt., Tinker AFB, Oklahoma, 73145
- 479th Medical Service Flt., Vance AFB, Oklahoma, 73701
- 939th Troop Carrier Gp., Portland IAP, Oregon, 97218
- 304th Aerospace Rescue & Recovery Sq., Portland IAP, Oregon, 97218
- 911th Troop Carrier Gp., Gtr. Pittsburgh AP, Pennsylvania, 15231
- 913th Troop Carrier Gp., Willow Grove AFRes Facility, Pa., 19090
- 92nd Air Term. Sq., 1160 Wyoming Ave., Wyoming, Pennsylvania, 18644
- 461st Medical Service Flt., Myrtle Beach AFB, South Carolina, 29577
- 505th Medical Service Flt., Ellsworth AFB, South Dakota, 57706
- 462nd Medical Service Flt., Sewart AFB, Tennessee, 37168
- 512th Military Airlift Wg., Carswell AFB, Texas, 76127
- 20th Medical Service Sq., Carswell AFB, Texas, 76127
- 499th Medical Service Flt., Carswell AFB, Texas, 76127
- 427th Medical Service Flt., Dyess AFB, Texas, 79607
- 446th Troop Carrier Wg., Ellington AFB, Texas, 77030
- 147th CAMRON, ANG, Ellington AFB, Texas, 77030
- 433rd Troop Carrier Wg., Kelly AFB, Texas, 78241
- 182nd Fighter Interceptor Sq., Kelly AFB, Texas, 78241
- 475th Medical Service Flt., Laughlin AFB, Texas, 78840
- 407th Medical Service Flt., Perrin AFB, Texas, 75090
- 7th Supply Sq., (Mobile), Hill AFB, Utah, 84401
- 449th Medical Service Flt., Hill AFB, Utah, 84401
- 27th Medical Service Sq., Langley AFB, Virginia, 23365
- 440th Troop Carr. Gp., Gen. Mitchell Fld., Milwaukee, Wisconsin, 53207
- 932nd Troop Carrier Gp., Scott AFB, Illinois, 62226
- 480th Medical Service Flt., Webb AFB, Texas, 79720

Staff positions exist for lieutenant colonels, AFRes, at Headquarters USAF and the Military Airlift Command.

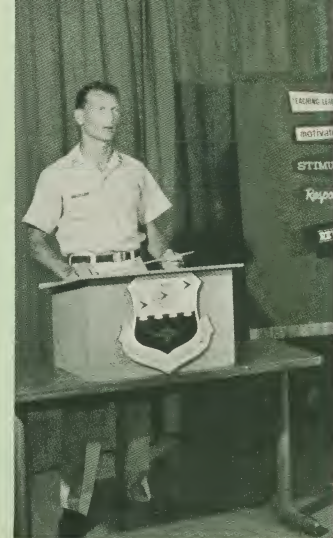
The Pentagon opening is with the directorate of Personnel Planning. Applicant must have 7316 or 1416 AFSC. A college degree, pilot rating and background with the Air Reserve flying program are desirable, plus a specialty background in the personnel, education and training, or operations career area.

The MAC position is as advisor to the deputy assistant for Air Force Reserve Affairs, office of the deputy chief of staff, Plans. Applicant should have a 7016 AFSC and an aeronautical rating. Besides qualifying under AFR 45-22, applicants must have less than 16 years of active service. Submit applications through normal channels.

the Air University . . . produces

“well-educated and motivated people.” This is accomplished through:

- correspondence courses
- professional and technical programs
- research and doctrinal studies



THE Air Force is the only branch of the military services which maintains an entire major command whose principal mission is formal education. That command is Air University (AU), the professional education center of the nation's air arm.

The headquarters and most of the command's primary activities are located at historical Maxwell AFB, Montgomery, Alabama.

Today the base houses a vast academic complex built around the top three professional institutions in the Air Force. Located there also are other unique activities with equally unique missions.

Established in 1946, AU marked its 20th anniversary in March of this year. While many of its major activities are centered at Maxwell, the command's operations are global—serving active duty personnel and Reservists.

As a vital part of the U.S. Air Force, AU conducts professional and technical education as well as research and doctrinal studies.

As a result, AU is a major contributor to the scientific, technological, and managerial education which has established the U.S. Air Force as the world's foremost aerospace power. The majority of today's Air Force leaders are alumni of its colleges and schools.

But despite the military importance of its mission, AU is, above all, a center of learning. This is the concept on which it was established in the wake of World War II by far-sighted men who perceived the value of such an institution in maintaining strategic superiority. Experience has proved to them that the Air Force's most critical need would continue to be “well-educated and motivated people.”

The three professional military institutions—Air War College, Air Command and Staff College, and Squadron Officer School—were founded to streamline the professional military competence of Air Force officers. This they achieve through a progressive program of education aimed at broadening the student's perspective while increasing his professional competence.

Air War College conducts one 10-month course each academic year. The class, with an average quota of 280 students, is composed of a select group of men brought together for graduate-level study of national military security and international affairs. Most of them hold at least the

rank of regular or Reserve lieutenant colonel. In addition to Air Force officers, each class includes a number of officers from the Air National Guard, Air Force Reserve, other U.S. military services, the Royal Air Force, the Royal Canadian Air Force, and civilians from departments and agencies of the U.S. Government.

Air Command and Staff College, ranking second in prestige to Air War College, grooms its students for field grade assignments by instructing them in sound Air Force command and staff doctrine and practices. Classes run nine months with a quota of 600 students. Air Force class members are regular or Reserve captains or majors. Some Air National Guard, Air Force Reserve, Army, Navy, and Marine Corps officers and Air Force and State Department civilians attend each course. Allied officers participate in the first 15 weeks of the course.

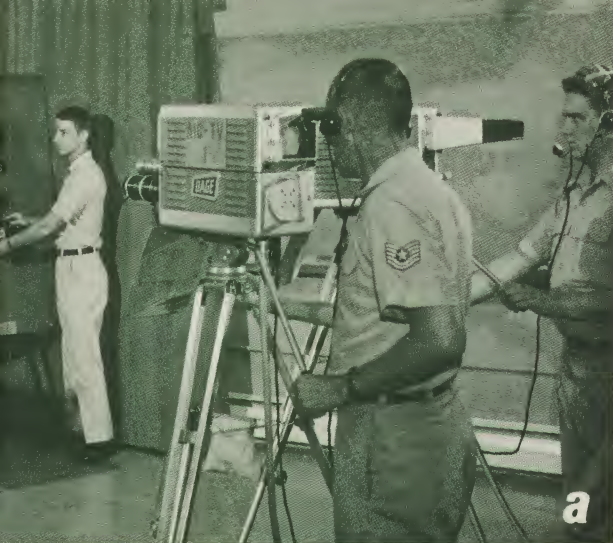
The Squadron Officer School is the first rung on the professional education ladder. It conducts three 14-week courses every year. Each class has a quota of 777 lieutenants and captains. A small number of Air Reserve Forces and Allied officers are admitted to each course.

In its specialized military schools, Air University features a wide range of courses—from space familiarization for Allied officers to counterinsurgency for Air Force officers.

Perhaps the best known of these specialized activities are the Extension Course Institute, Air Force Reserve Officers Training Corps, and the Air Force Institute of Technology. Academic Instructor and Allied Officer School and the Warfare Systems School are others.

The Extension Course Institute, (ECI) at Gunter AFB, Alabama, touches the careers of more military members than any other AU activity. It is the correspondence school of the Air Force with a current world-wide enrollment of 315,000. In 16 years ECI has enrolled more than 3,000,000 students from the Regular Air Force, Air Force Reserve, Air National Guard, Civil Air Patrol, and the other services of the Department of Defense. The institute offers more than 200 courses covering most Air Force fields. That number is expected to double within the next five years.

Another vast Air University operation is the Air Force Reserve Officers Training Corps. AFROTC is the Air Force's major source of commissioned officers. This program operates at more than 180 colleges and universities



a



b



c

a) Students at AU's Academic Instructor and Allied Officer School at Maxwell AFB, Ala., learn the most modern teaching techniques including closed circuit television. b) The Squadron Officer School, with over 700 resident students in each class, employs small-group discussion periods to help prepare junior officers for a productive Air Force career. c) Approximately one-third of all members of the Air Force are enrolled in the Extension Course Institute correspondence courses. Mail by the truckload, from every AF base in the world, is screened and answered each day at ECI headquarters, Gunter AFB, Ala. d) The fundamentals of space are one phase of the curriculum at the Warfare Systems School, Maxwell AFB. These officers are studying the mathematical equations used to determine the orbital dynamics of space vehicles.

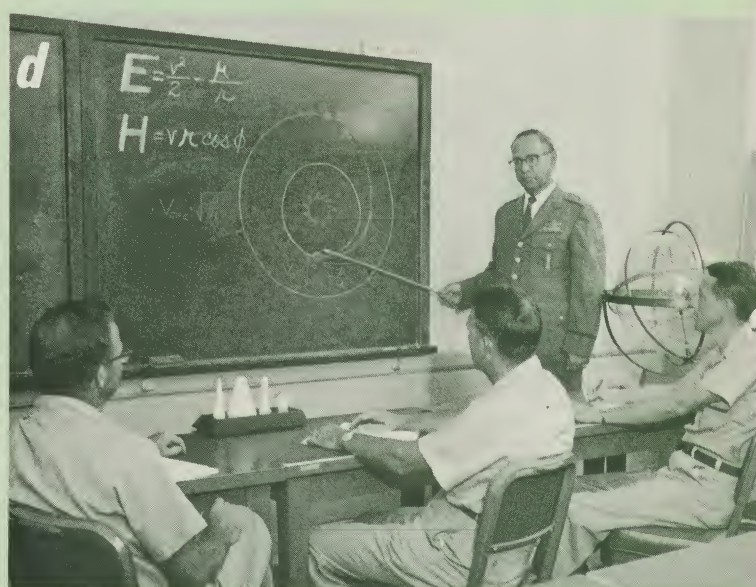
throughout the U.S. and in Puerto Rico. Approximately 75,000 young men currently are enrolled.

The program offers a two-year and four-year commissioning plan through which eligible students are placed on active duty. Scholarships are available to a limited number of selected cadets in the four-year program. These scholarships cover full tuition costs, books, laboratory expenses, and incidental fees.

The Air Force was authorized to conduct a high school ROTC program with the passage of the ROTC Vitalization Act in 1964. That program is scheduled to go into effect at 22 high schools throughout the nation this fall.

The Air Force Institute of Technology (AFIT), another important operation of AU, is located at Wright-Patterson AFB, Ohio. It conducts a School of Engineering, School of Systems and Logistics, Civil Engineering Center, and Defense Weapons Systems Management Center. The institute also supervises a Civilian Institution Program at civilian universities and a Training With Industry Program at in-

see NEXT page



d

dustrial locations. AFIT awards accredited degrees in management and in specialized engineering fields within its resident capabilities. These range from baccalaureate through doctoral levels, with heavy emphasis on the master degree program. AFIT also provides special educational services for Strategic Air Command personnel at six *Minuteman* missile sites and operates a Nuclear Engineering Test Facility at Wright-Patterson, AFB, Ohio.

The Warfare Systems School offers instruction on the general characteristics of the Air Force weapons, delivery systems, and problems associated with their employment. To assist Air Force officers in meeting new professional challenges, the school has courses in Aerospace Operations, Counterinsurgency, Weapons Employment Planning, Space Fundamentals, Professional Personnel Management, and Missile and Space Indoctrination for Allied Officers.

The Academic Instructor and Allied Officer School has a dual mission. Its Academic Instructor Course is designed to increase the effectiveness of Air Force instructors while the Allied Officer Familiarization Course prepares Allied officers to attend other AU schools. Nearly 2,000 Allied officers from 62 countries have completed these AU courses since they began in 1954. A special course prepares Allied medical officers to attend the Air Force Systems Command's School of Aerospace Medicine at Brooks AFB, Texas.

Newest addition to the AU family is the Air Force Chaplain School which became a command component at Maxwell on July 1. Previously, it was located at the Air Training Command's Lackland AFB, Texas. The school conducts four orientation courses, two advanced courses, and one senior course yearly for Air Force chaplains. In addition, two special two-week courses are conducted annually for chaplains of the Air Reserve Forces.

The research and educational agencies of AU are the Aerospace Studies Institute, the Air University Library, and the 3825th Support Group (Academic).

The Aerospace Studies Institute conducts research, develops concepts, and prepares studies and monographs to meet Air Force and AU needs on aerospace power and its relationship to other instruments of national power. It assists in formulating doctrine and prepares studies in political, economics, military and geographical fields.

Two of the better-known responsibilities of the institute are the publication of the *Air University Review*, the professional journal of the Air Force, and the operation of the USAF Historical Division which monitors and coordinates the global U.S. Air Force Historical Program.

Air University's Fairchild Library, located in the center of Academic Circle at Maxwell, provides educational and research services to the headquarters, schools, institutions, colleges, and tenant units. It houses a unique collection of more than half a million military documents.

The 3825th Support Group (Academic) provides support to the academic and research units of AU and directs and monitors the command's detachments at non-Air Force service schools. Included in its six divisions is a television center which operates a closed circuit TV system used by the schools and colleges.

The Air Reserve Forces . . .

The scope of Air Reserve Forces activities within AU is extensive. Air Reserve officers, including three of general rank, hold *Part 1 Mobilization* positions in the command.

In addition, two Air Reserve Medical Service Flights, the 523rd and 542nd, fulfill their training requirements with the USAF Hospital at Maxwell. These units are under the control of Continental Air Command (CAC) but they would be gained by AU for active duty in time of war, national emergency, or at any other time required by national security.

Another Air Force Reserve unit, the 4th Air Postal Flight, utilizes AU facilities at Maxwell for training purposes and



The Warfare Systems School curriculum includes instruction in the weapons and techniques of counterinsurgency with emphasis on tactics employed in Southeast Asia.

The Air War College at Maxwell AFB, is AU's top level professional school. Senior grade officers concentrate on the elements of national power, international affairs, and the development of Air Force doctrine.



Foreign officer students at the Academic Instructor and Allied Officer School learn to speak and understand the English language in preparation for additional training by the Air Force.



the 2047th Communications Squadron (AFCS), hosts the 280th Communications Squadron (Special) of the Air National Guard.

Members of the Air Reserve Forces have the opportunity to avail themselves of the educational facilities provided by AU. Special slots are open to them in the command's professional colleges and schools. Selection of personnel to fill these vacancies is governed by CAC.

More than 9,000 officers and 14,492 airmen in the Air Force Reserve are enrolled in courses through ECI. Approximately 2,200 officers and 33,000 airmen in the Air National Guard are furthering their military education through the facilities of ECI.

Each year, Air War College hosts an Air Reserve Forces General Officers Orientation Course to provide these officers with current information on the military aspects of U.S. National Security Policy. The annual event features lectures on Air Force plans, programs and problem areas. It usually is integrated with a selected week of the resident student's program dealing with broad coverage of the doctrines, roles, and missions of the Armed Forces. Thirty-six Reserve of the Air Force general officers attended the most recent one-week course last January.

Air University plans the curriculum and develops texts and related materials for reproduction and use by CAC in its Staff Development Course for Reserve officers.

These activities and the many others associated with the operation of its colleges, institutes, and schools, give an indication of the diversity and range of the AU mission.

As the command stands on the threshold of its 21st year of operation, the challenge of the future is even greater than that which confronted AU in 1946. Air University still faces a task of paramount importance to the future of aerospace power—the preparation of man's mind for the job that will be required of him in tomorrow's Air Force. That task grows with each new development of this technological age.

*"A depth of learning
and breadth of outlook
unheard of in earlier days
is now a standard
requirement for the military leader."*

Lt. Gen. John W. Carpenter, III

GENERAL Carpenter became commander of Air University on August 1, 1965. As a West Point cadet, bomber pilot, navigator, bombardier, intelligence officer and commander, his military career spans more than 30 years.

He received his wings in June 1940 and later participated in the first mass flight of B-17s from the West Coast to Hawaii. When the Japanese attacked Clark Field in the Philippines in December 1941 he was airborne on a reconnaissance mission and his was the first aircraft to land at Clark after hostilities began. He was later evacuated to Java from Bataan by submarine and continued to fly combat bombard-

ment missions until December 1942.

After World War II, General Carpenter served in many command and staff positions both in the U. S. and the Southwest Pacific. For nearly 10 years he served with what is now the Air Force Systems Command. In March 1955 he became commander of the Air Force Flight Test Center at Edwards AFB, California where he earned the *Missile Badge*. Prior to his assignment at the Air University, General Carpenter served at Hq USAF, as deputy director of Plans and as director of Plans. He became assistant deputy chief of staff for Plans and Operations (JCS Matters) in 1964.

Lt. Gen. John W. Carpenter, III



realistic support programs . . .

THE Air National Guard's C-97 and C-121 transports move across the world with a minimum of delay. Their high reliability rate is a tribute to the *Primary and Forward Supply Point* programs.

The job of the *Primary Supply Point* (PSP) is to repair and rebuild the parts and assemblies which are used throughout the system. There are four PSPs in the U. S.

On the East Coast, supporting Atlantic operations is the C-97 PSP at New Castle, Delaware, and the C-121 PSP at Olmsted AFB, Pennsylvania. For Pacific activities, there is a C-97 PSP at Cheyenne, Wyoming, and another at Van Nuys, California, for C-121s. They provide ready inventories for the *Forward Supply Points* (FSP).

Because of the added emphasis on Southeast Asia, the Van Nuys PSP currently is conducting the largest operation. Repaired and rebuilt aircraft parts and components are shipped from Van Nuys to *Forward Supply Points* operated by the Military Airlift Command at such locations as Hickam AFB, Hawaii; Wake Island; Guam; Kadena, Okinawa; Tachikawa, Japan; and Mactan, the Philippines.

By locating parts and equipment at these points throughout the 8,000-mile system in the Pacific, maintenance personnel can keep the aircraft in a high state of readiness. Whenever a part isn't available it is prepared at a PSP and shipped out immediately. Here's an example of the system's speed: A C-97 developed brake trouble upon landing at Mactan. The crew was due for a 24-hour rest period. Word was flashed to the Van Nuys PSP that a special part was needed. It was made that night and carried to Mactan by commercial carrier. The C-97 was repaired and ready to go by the time the crew's rest ended.

THIRTY-ONE million ton miles and 33 million passenger miles . . . that's the airlift record compiled by Air Force Reservists during the last fiscal year. Flying C-119s and C-124s, they logged over 83,000 hours and over 14,000 missions to such places as Vietnam, Newfoundland, and Europe.

Control of this nationwide force is accomplished through a flight management system carried out by command post personnel at Headquarters, Continental Air Command (CAC) Robins AFB, Georgia. Highly qualified air operations personnel are on duty around-the-clock to monitor as many as 180 aircraft each day.

Using a procedure similar to that employed in a radio taxi system the pilot of each Reserve aircraft calls the command post flight management branch at each station to determine if there is cargo to be airlifted from that base. Flight management personnel monitor each training mission from take-off to landing and from Air Force base to Air Force base around the world.

The current operations division receives and evaluates airlift requests on the basis of training, potential and requirements. Approved airlift requests are passed to the flight management branch which in turn levies the airlift requirements on Air Force Reserve units and aircrews.



If an aircraft should develop maintenance problems flight management personnel insure that another Reserve aircraft on a training mission is dispatched or diverted to provide assistance to the disabled aircraft and if necessary airlift the cargo or passengers.

Air Force Reserve aircrews are supporting the Military Airlift Command (MAC) with 240 missions each month, airlifting tons of cargo from the U. S. to overseas destinations. While performing these airlift missions they are receiving valuable training. In addition, they are releasing MAC long-range aircraft for other purposes.

The flight management system has enabled the Reservists to give maximum airlift support at minimum cost.

and performances . . .

FROM C-119s to C-124s in a record-smashing 206 days. That was the accomplishment of the Air Force Reserve's 942nd Troop Carrier Group, March AFB, California.

The unit began the change in aircraft and mission on December 1, 1965. While training in the new plane, the Reservists flew 3,093 hours which included many airlift missions to Vietnam, Japan, Taiwan, Alaska, and other destinations in Southeast Asia.

With the exception of local training flights, all missions were used to transport cargo for the Military Airlift Command (MAC). The 942nd reached the fully combat ready status on June 24, and is now designated the 942nd Military Airlift Group.

Another Reserve unit which recently converted from C-119s to C-124s earned strong words of praise for the efficiency of its members. "Admirable," "excellent," and "outstanding" were some of the terms used to describe the 940th Military Airlift Group at McClellan AFB, California, by the inspecting officers of a MAC evaluation team.

a) Replacement parts for ANG's global airlift force of C-97s and C-121s are pre-positioned at strategic bases throughout the world. A C-97 of the 146th Military Airlift Wg., Van Nuys, Calif. delivers spare parts to the "Forward Supply Point" at Mactan in the Philippines. b) The focal point of the Air Force Reserve's flight management system is the CAC command post at Robins AFB, Ga. Every C-124 and C-119 mission is monitored from start to finish to insure maximum utilization. c) Air Guardsmen of the 164th Military Airlift Gp., Memphis, Tenn., leave their C-97 after one of the many global missions which set an all-time ANG airlift record for a one month period. d) Col. Burton Meglitsch, comdr., 945th Troop Carrier Gp., Hill AFB, Utah, accepts a C-124 delivered by Lt. Col. John Hickson (r), USAF. The 945th is another AFRes unit converting from C-119s and joining MAC's global airlift force. At left is Col. Jack Alston, base comdr.



The performance record of the 940th was the subject of a letter from Major General G. B. Dany, commander of MAC's 22nd Air Force, to Major General J. S. Holtoner, then commander, Continental Air Command: "I can assure you that my inspectors are not inclined to exaggerate or overly indulge in the use of superlatives in their reports. . . . Because of outstanding leadership and astute management, highly motivated personnel making up the group quickly and efficiently transitioned into their new environment . . . please express to all concerned my congratulations for the 940th Group's excellent showing, and my appreciation for having them on the 22nd Air Force team."

PRAISE also was heaped on the Air National Guard's 164th Military Airlift Group, Memphis, Tennessee. It all started with a conversation between Major General Winston P. Wilson, chief, National Guard Bureau, and Colonel William C. Smith, 164th commander.

"Do you think your crews could fly five hours per day per airframe for one month?" General Wilson asked. Colonel Smith accepted the challenge.

The Air Guardsmen not only met the 5-hour figure, but raised it to 6.9 hours per day per aircraft for the 31 days in May. They flew a total of 1,701 hours, an all-time record for any ANG unit. Of this total, 1,222 hours were over water on 16 missions in support of the Military Airlift Command. Nine flights were made to Vietnam and the others to Cuba, Europe, Japan, the Philippines, Bermuda, Puerto Rico, and the Dominican Republic.

When the month ended, General Wilson said: "This was a test to see what the Guard could surge to in peacetime. We gave the opportunity to the Tennessee Wing because of its past record. I am highly gratified that the unit equalled and exceeded its wartime mobilization and utilization rate in peacetime.

"Our peacetime flying hours was 1.5 per day per aircraft. Since our commitments to Vietnam, this has risen to from 2.5 to 2.8, with the Tennessee units exceeding that at times. This clearly demonstrates that in an emergency other units could do the same thing and it should demonstrate to the nation that the ANG has a valuable resource of professional and qualified personnel capable of meeting the requirements established by Department of Defense.

"Also, the cooperation of business and industry, as well as that of the Air Guardsmen, certainly deserves a compliment. Without the dedication of all these three groups, this performance would not have been possible."



Reservists of the 434th TCWg., Bakalar AFB, Ind., tested their improvements on the "Slingshot" method of cargo delivery. Part of a 52-container drop can be seen leaving a C-119 during one pass over the target zone.



Air Guard F-84s of the 122nd TFWg., Fort Wayne, Ind., flew close air support missions for Army infantrymen during joint training maneuvers at Fort Lewis, Wash.

summer encampments "1966" . . .

Hawaii . . . Alaska . . . Puerto Rico . . . at home and abroad
the key words for Reservists were "Increase Combat Readiness."

THE Air Force Reserve's 2,000-man 434th Troop Carrier Wing, Bakalar AFB, Indiana, concentrated on increasing operational readiness and perfecting its improved version of the *Slingshot* method of cargo delivery. The unit recently completed a 60-day test program of the system for the Tactical Air Command. Through *Slingshot*, up to 52 containers can be ejected simultaneously in less than five seconds, and with a degree of accuracy that is roughly five times better than the conventional method. According to Major General J. S. Holtoner, vice commander of the Continental Air Command, there is a good possibility that other Air Force aircraft may be equipped with a similar system based on the 434th's tests.

Air National Guard pilots and support personnel of the 122nd Tactical Fighter Wing, Fort Wayne, Indiana, traveled to McChord AFB, Washington, where they furnished close air support combat training for the Army's 4th Infantry Division. During the Army maneuvers, at nearby Fort Lewis, the Air Guardsmen fired "live" .50 caliber ammunition and dropped 750-pound napalm bombs and rockets on simulated enemy targets in the path of the advancing infantrymen. A 122nd pilot also served as a forward air controller to direct the air support missions being flown in the unit's F-84F *Thunderstreaks*.

Another ANG unit, the 129th Air Commando Group, became the first of its type to train in Alaska. Eight C-119s and about 450 men went from their Hayward ANG Base, California, to Eielson AFB, where they supported the operations of the Army Reserve's 12th Special Forces Group during joint exercise *Tanana Flats III*. Other members of the 129th remained in California to train active duty pilots and ground crews in the operation and maintenance of the unit's U-6 aircraft.

In another Alaskan exercise, Air Force Reservists and Air Guardsmen demonstrated their ability to airlift cargo, and deploy fighter planes to any point on the globe on short notice. Twelve F-100s of the 121st Tactical Fighter Group, Lockbourne AFB, Ohio, flew nonstop to Elmendorf AFB, Alaska. They were refueled three times by 13 ANG KC-97 tankers from the 136th Air Refueling Group, Dallas, Texas, and the 134th of Knoxville, Tennessee. While the Air Guardsmen were en route to the Alaskan Air Command exercise, nine C-119s from the Air Force Reserve's 302nd Troop Carrier Wing, Clinton County AFB, Ohio, transported support equipment to the site. When the training ended, nine C-119's from the 934th Troop Carrier Group, Minneapolis, Minnesota, were used to return the equipment.

Two Air Force Reserve air terminal squadrons—the 90th from Homestead AFB, Florida, and the 83rd from Portland, Oregon—were airlifted to Hickam AFB, Hawaii, for their summer encampments. Hickam is a major terminal along the Military Airlift Command's routes to Southeast Asia and the Far East. While there, the Reservists worked side-by-side with members of the 61st Military Airlift Wing performing functions in such areas as air freight handling, passenger service, traffic control and fleet service.

ANG's airlift capability made it possible for 650 Air Guardsmen from Puerto Rico to conduct their summer training at Savannah, Georgia, this year. In addition to meeting the heavy demands caused by the war in Vietnam, the Air Guard furnished 16 transports (C-97s and C-121s) to carry the support personnel of the 156th Tactical Fighter Group from San Juan to Travis Field. The 156th's pilots flew their F-86 *Sabrejets* to Georgia via Guantanamo Bay, Cuba, and MacDill AFB, Florida.

During its tour, the 83rd Air Term. Sq., Portland, Ore., received a MAC award for supporting the 61st MAWg. at Hickam AFB, Hawaii. (l-r) Lt. Col. Henry Walsh; Brig. Gen. Herman Rumsey, comdr., 61st; Maj. Robert Braden, comdr., 83rd; and, Col. Jesse A. Irwin.



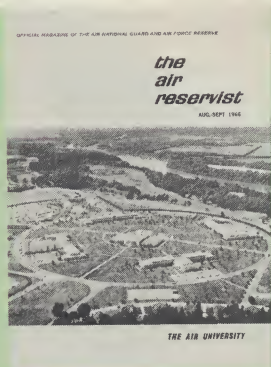
Reservists of the 90th Air Term. Sq., Homestead AFB, Fla., also trained at Hickam where they learned to operate MAC's newest freight handling equipment. (l-r) A1C Ken McNally, TSgt. Carl Oliver, A1C Philip McCambridge, SSgt. Willie Winkfield, and USAF SSgt. John Christy.



ANG nurses, Lts. Mary Rebekovich (l) and Rebecca Sisson, of the 192nd Tactical Dispensary, Richmond, Va., put some fun into erecting a field hospital during training at Travis Field, Ga.



OUR COVER



... Center of professional education for the U.S. Air Force and its Air Reserve Forces is the Air University at Maxwell AFB, Alabama. While its major institutions such as the Air War College, Air Command and Staff College and Squadron Officer School are at Maxwell, the command's operations are global. (See page 8)

the air reservist

Vol. XVIII—No. 7

Aug./Sept. 1966

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Maj. Gen. John H. Bell

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The Air Reservist is an official publication of Hq USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces. Use of funds for printing this publication has been approved by Hq USAF.

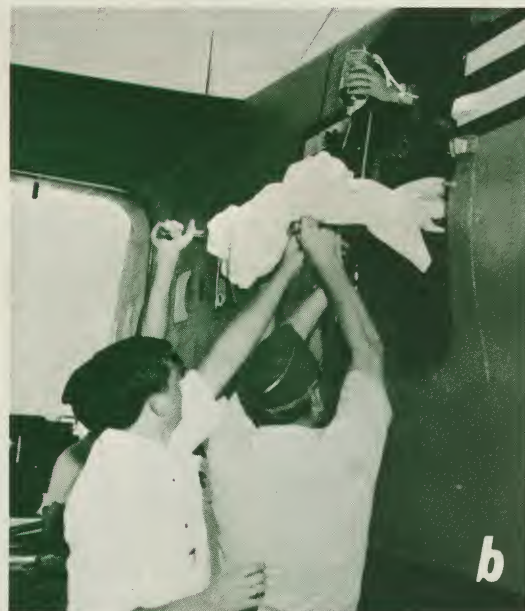
Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, Washington, D.C., 20332

Forward changes of address to The Air Reserve Personnel Center, 3800 York Street, Denver, Colorado, 80205. To insure accuracy, clip your old address from a recent copy of The Air Reservist Magazine and enclose it with your new address and serial number.

The material contained in The Air Reservist is listed in the Air University Periodical Index.



a/ Air Force flight nurses, Capt. Cheri Hull (l), and Lt. Ruth Munhall, practice water survival techniques during 901st Tactical Hospital's two-week encampment at Hanscom Fld., Mass. Simulated ditching was part of rigid training schedule.



b/ Reservists of 302nd ARRSq., Luke AFB, Ariz., increased chances for critically burned Mrs. Phyllis Baylish to live. They airlifted her aboard HU-16 on first leg of mercy mission to Texas and special medical care.



d/ "USAF Citations for Support of the Air Reserve Forces" were presented to the City of New York and its Departments of Police, Fire and Sanitation during recent ROA convention. Dep. Mayor T. W. Costello accepted awards from Maj. Gen. Curtis R. Low, then ass't chief of staff for Reserve Forces.



c/ Kathie Jo Nichols is carried aboard C-97 of 165th Military Airlift Gp., at Travis Fld., Ga., by Air Guardsmen TSgt. J. Buhler, front, and A2C G. Bray of 158th AeroMed Evacuation Flt. She was flown to Texas to recover from automobile accident in which three family members were killed.

THE AIR RESERVIST
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UNITED STATES AIR FORCE
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USAF Recurring Publication 30-1
No. 30-H-7-66-395,202

☆ 1966-252-492/1

Return Requested



NEWS RELEASE

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PROGRAMMED INSTRUCTION

MAXWELL AFB, ALA.---Programmed instruction is used on a limited basis by Air University, the professional educational center of the U. S. Air Force.

Because the command devotes itself primarily to the professional education of the officer, it works in an attitudinal area that does not adapt well to extensive use of programmed instruction. However, it has proved feasible in at least two Air University schools.

Squadron Officer School has programmed instruction textbooks on such subjects as "Logical Thinking," "Problem Solving," and "Problem Solution Reporting." Plans call for the programming of "Effective Writing Skills" in the near future.

Air Command and Staff College has a programmed instruction unit on "The Fundamentals of Statistics" and is planning to program "Analysis Techniques."

Programmed instruction has also been introduced into Air Force ROTC, an Air University directed program which prepares college men for Air Force commissions. Air Force ROTC uses units on "Principles of Missile Guidance" and "The Staff Study Report."

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Strength Through Knowledge